VOLUME II, NUMBER 41 THURSDAY, DECEMBER 23, 1965

CYCLE NEWS

15¢

SPROCKETS TT

A fair turnout of spectators and riders were undeterred by cold, foggy weather at Bakersfield and had a good day's sport on a course which was, as usual, in excellent condition.

A new addition has been made to the circuit, extending it to one-sixth of a mile. Original plan was to run the 50cc and 90cc classes on the old shorter course, leaving the bigger machines to try out the new one. But after the 175's and 200's had finished it was realized that the new jump was getting them off the ground a little too high, resulting in disaster to bikes in general, and rims in particular.

The rest of the program was staged on the old course, but the new one will be used in future after some modification to the offending jump.

The Expert Open was the ultimate in racing entertainment. In splendid form, Sid Payne had the pleasure of putting the great Eddie Mulder into second place in his heat. And in the Final he again took the lead with things looking bleak for Mulder. But Romero sitting on the starting line with his hand raised caused the flagman to call them all back. On the re-run the champ made no mistake and Sid had to be content with third place.

There were further starting troubles in the Novice 250 Main, but at the third time of asking Dan Reed finally won. Another novice worthy of mention was John Scantlin who made a good job out of taking the Motocross on his H-D Sportster. This, after looping it on the line in the first runoff, and bending his elegant fibreglass fender.

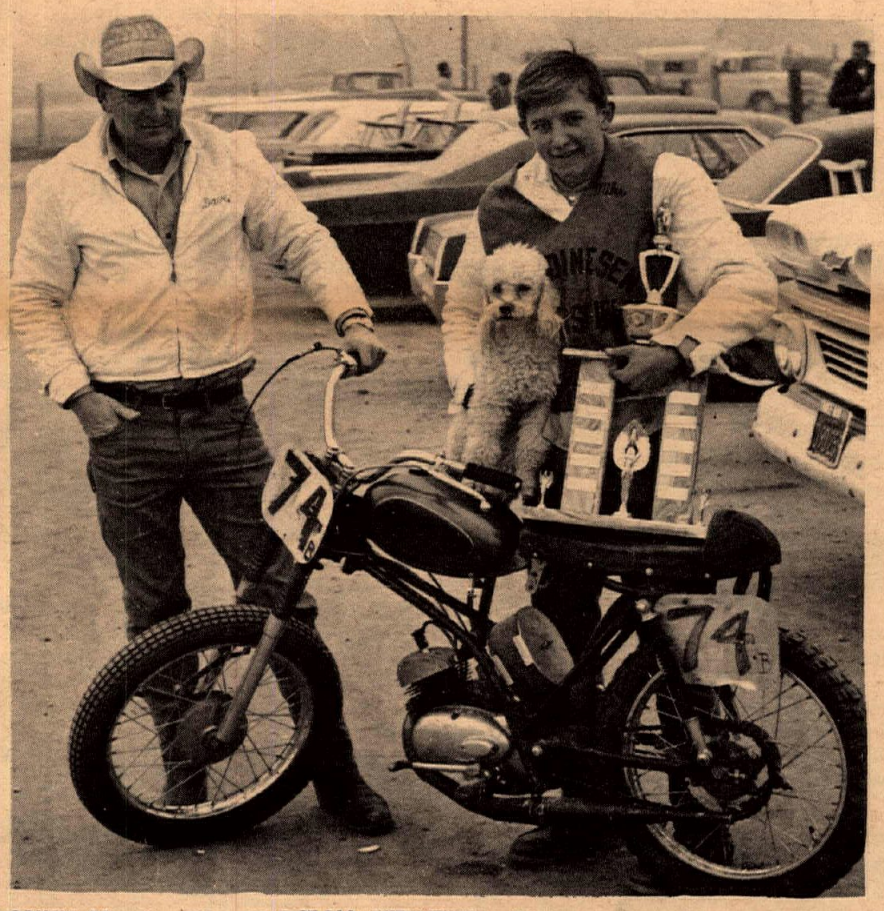
Glamour was not to be outdone when the outstanding Peggy McGill of Stockton appeared on her Yamaha.

She has an imposing array of trophies at home, mostly Firsts, and has ridden in Enduros, English Trials, Scrambles, and even given Speedway exhibitions. In fact, she rode her first race one week after being taught to ride by her husband, competition rider John. Even does her own tuning, ring jobs an' all.

Which all makes us very sad to report she had engine trouble on the day!

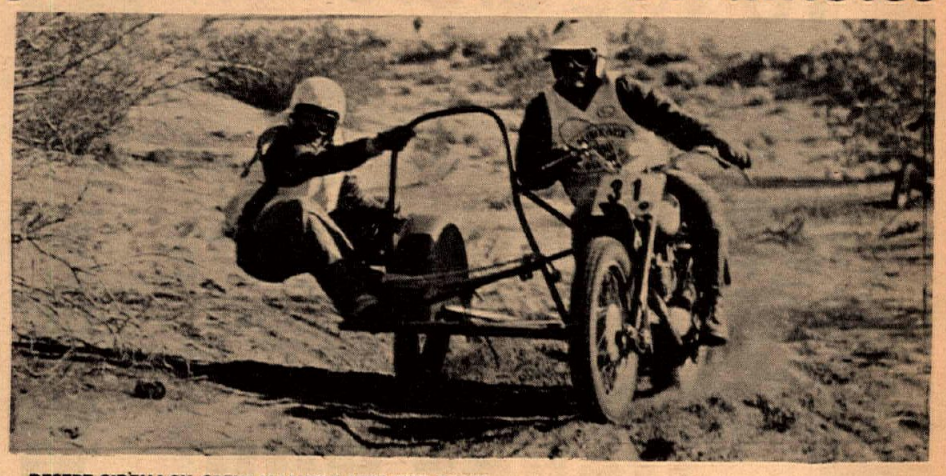
(Photos on Page 8)

(Results on page 8)



MIKE COUCH, TOP 50cc RIDER OF DIST.36A, WITH TUNER ROSEBERRY AND POTENT YAMAGUCHI.

Jack Rabbits Hare Scrambles



DESERT SIDEHACK CREW MANIPULATES THE SAND.

by Larry Haley

The banner dropped at 10:35 and released over 300 eager greyhounds from the trap to chase the hare at the Jack Rabbits event. The course consisted of 3 loops each of 26 miles.

There was some faint disappointment among the riders with past experience of Jack Rabbit trails, the usual 'unrideable' downhill section was missing on this occasion.

Greeves-mounted Gary Conrad snatched the lead and held it to the end. I think he should be made a member of the Jackalopes . . . guys with the speed of a jack rabbit and the grace of an antelope.

We had a fine display of sportsmanship during the day. Steve Hurd took a really hard tumble just after the smoke bomb and Ron Nelson sacrificed his chances of winning when he stayed to give a helping hand. Ron was holding fourth place at the time and had a tough task to pull back into a final placing of fourteenth.

John Steen also took time off to aid Bud Ekins who also 'went in.' Cost to John was a one loop deficit on the leaders. Hard for a man who is usually to be found among the top ten.

Ritchie Thorwaldson was plagued by engine troubles and Larry Berghist had a burnt-out clutch to report.

With only one more desert event for 1965 the battle for the big bikes number one plate is between Mike Patrick and Bob Ferro. At the time of writing Bob leads by a slim 60 points. No room for a boo-boo here! Gary Conrad leads for lightweight by several hundred points.

Earl Roesler took the Trailers and, in this category we had two charmers, Jan Ditson and Rosemary Martino, who managed 10th and 15th places respectively.

(Results on page 12.)

(Photos on Page 9)

SANTA RIDES AGAIN!

The Roadriders turned out in force for their Good Deed Run, bringing gaiety and gifts into the lives of the handicapped children at Hope House, Covina, and a new venture, the Samaritan Home at Valinda.

Santa Claus arrived at both homes in the shape of David Case on his Harley. A pretty girl riding behind was certainly a new slant for the ever-popular Old Gentleman.

For some of the children it was the first Christmas they had ever known, and their happy faces were reward enough for all the hard work put in.

Every one of the Samaritan kiddies are spending the holiday with a motorcycling family. This particular Home is faced with a lean spell for the near future and the Road Riders are pulling out all stops to help them. Ivan Gay is the man to contact if you can help with donations, clothes (new or used), blankets, toys, etc. Just phone GA 3-2058 and he will do the rest!

OPERATION MAIL CALL

Nine thousand pounds of Christmas gifts are on the way to the American boys in Viet Nam via the Air Force's "Operation Christmas Star."

It all began when Mrs. Maynard Jenkins of 18461 Goodwin Lane, Huntington Beach threw open wide the doors of her home to many of the Marines training in nearby Camp Pendleton.

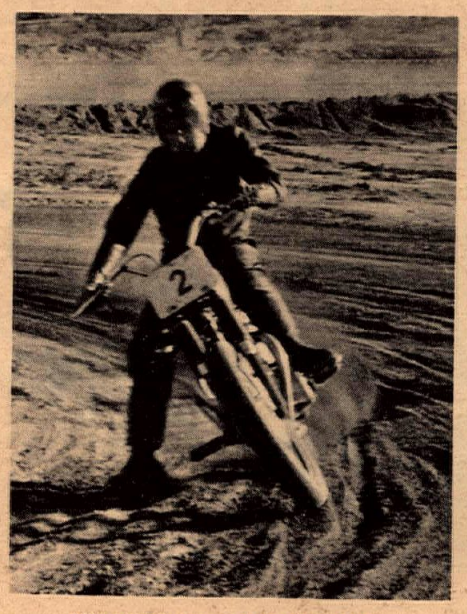
"Mom", as she is affectionately called by the boys, began it as a simple job which she called "Operation Mail Call."

From there it snowballed into a project that called for many helping hands as over 700 people volunteered to write letters, bake cakes and cookies and send gifts.

CYCLE NEWS is happy to play a small role in this wonderful display of generosity. With two bikes in the family the Jenkins are only too happy to include 250 copies of our paper in their goodwill freight every week.

We are, of course, continuing with our usual 750 copies sent through other channels.

To the Barnett Tool and Engineering Company we say a hearty thank you for their kind donation of twenty-five dollars worth of postage to our project.



BILL RILEY, ALL ALONE IN FRONT.

PERRIS SETS A FINE EXAMPLE

The advance notices promised the show would go on 'rain or shine', and it did. Pity they didn't mention low temperatures and wind, for after three o'clock it became just that for all concerned.

There was a darned good attendance by riders and spectators, considering the unkind weather, and a better organized meeting would be hard to find. The Wilmington Dusters and Coachella Valley M.C. are to be congratulated. If this is a sample of co-sponsoring let's have more of it.

With a more than adequate supply of help the safety precautions were well taken care of, and so well organized were they that trophies were presented after each race. Even the winners' names were embossed and fixed to the trophies in time. The humble Press was thought of, too, for a change, and CYCLE NEWS had the pleasure of being escorted by two charming girls who helped us in the sometimes exasperating task of prying results out of officialdom.

The outstanding rides of the day were the devastating two out of three motocross wins by Bill Riley in the 650 Open Experts. He came from way back in the pack to win.

(Results on page 12.)

SOME OF THE LIGHTWEIGHTS MIXING IT UP IN THE FIRST TURN AT PERRIS SUNDAY.

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FAREWELL FOR A SPELL

With this special Christmas issue, CYCLE NEWS closes the book, marked Volume II, 1965, on the year that was.

Since that first Christmas when a Man was born to teach us how to make heaven on earth, men have been struggling in ignorance to improve their world.

Yet in the year past, there have been significant triumphs for the improvement movement in our sport. But they were only faint portents of the marvelous evolution yet to come.

In 1965 motorcycle registrations in California jumped to nearly 2.5% of total vehicle registrations. And in the last month for which figures are available, October, we accounted for 5.7% of vehicles registered. We have passed the ¼-million registration mark in the state even sooner than CYCLE NEWS predicted. In 1966 our numbers will grow large enough to be taken into consideration by those who spend our taxes.

With demanding, yet satisfying sports becoming rarer to find and afford, motorcycles and motorcycle people enjoy a more enviable position in the tempo of the times. We can look forward to welcoming more and more motor sportsmen into our field next year. Perhaps the almost shameful dribble of publicity for which we reproach our national spokesmen may serve to sweeten the pleasure for those who discover the latest "in" sport in '66.

Now with Christmas and the turn of the calendar upon us, CYCLE NEWS dares to make the following predictions of wonders you will see in '66:

Two-motorcycle families becoming common, wih 3-motorcycle families on the increase.

Larger professional racing purses than ever, but still considerably under the amounts paid to car racers.

Highway Patrol motorcycles equipped with the good looking windshield fairings designed by Wixom.

Thirty-six page editions of CYCLE NEWS every week containing reports on Road, Dirt, Fun, Technical, Trail, Racing, Kustoms, Drags, Antiques, and new innovations from California.

Live TV coverage of sportsman scrambles in at least the L.A. area.

A well-ordered campaign cropping up on several fronts to switch the public emphasis from the obnoxious 1% of motorcycle people to the 99% Good Guys.

Linda Bird Johnson on the buddy seat of a 74.

State-operated "motorcycle playgrounds" set aside for our use.

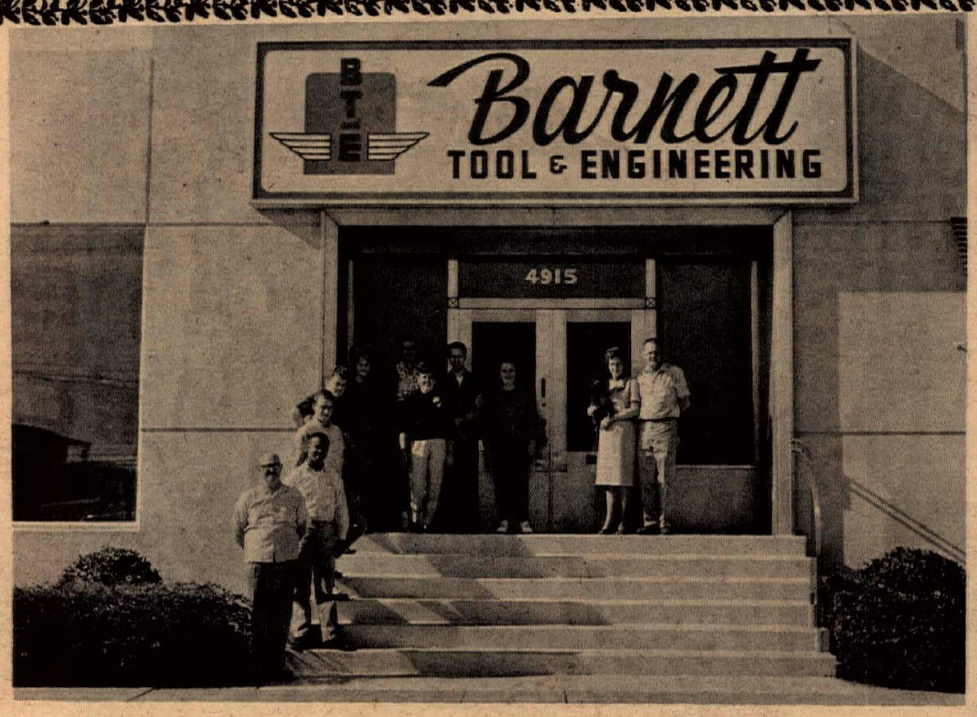
Mufflers or silencing devices on more racing machines.

Accelerated ¼-mile drag racing activity, with 200mph on two wheels in less than 9 seconds the goal.

At a demonstration of one-percenters, someone will publicly burn his drivers license in protest against police pressure.

CYCLE NEWS circulation will again more than double as it has in the last three months.

A revolutionary new motorcycle engine designed locally for mass production.



Merry Christmas from the staff of Barnett TOOL and ENGINEERING
4915 PACIFIC BLVD. VERNON, CALIFORNIA 90058

RADIO SPOT – No. 2

K/MEN
San Bernardino, California

We blinked a little when we first read the following radio copy, but on second perusal we realized how apt it was.

Nervous novices, balancing, how do I learn to ride it? We all went through that stage once. And there must be thousands of curious would-be riders who are just waiting for a few encouraging words like those from Tom Hoover, written for the Inland Dealers Assn., slightly naive as they may appear to all you hard bitten types!

Lots of people are curious about motorcycling, but cautious about trying it themselves. Little things make them hesitate. Like . . . what should I wear? Do I need boots? No you don't need boots, just regular shoes, and regular clothes. No grease on today's motorcycles, so you can wear a business suit, or even a tuxedo if you want. Ladies usually wear slacks. And that brings up another point. Lots of ladies ride motorcycles today, housewives, teachers, nurses, secretaries . . . but most of 'em were nervous at first. Thought it'd be hard to learn to ride. But it isn't. Easier than a bicycle because you don't have the problem of balancing while you're trying to pedal first one side then the other. The engine supplies the power, and balance is no problem at all. Most dealers will be happy to teach you to ride, free, even if you don't buy a machine. Takes just a few minutes.

Cost? Cost is low. Less than $300 for many machines. Easy terms of course. Just a few dollars a month, and a few cents more for gas, and you're in for a wonderful time. Stop in and talk to your dealer. He has lots of customers like you.

BARSTOW CROSS COUNTRY

Full results and a report on the above event sponsored by the Barstow Motorcycle Club are not to hand as we go to press, but from what we hear things went well despite the proximity of snow.

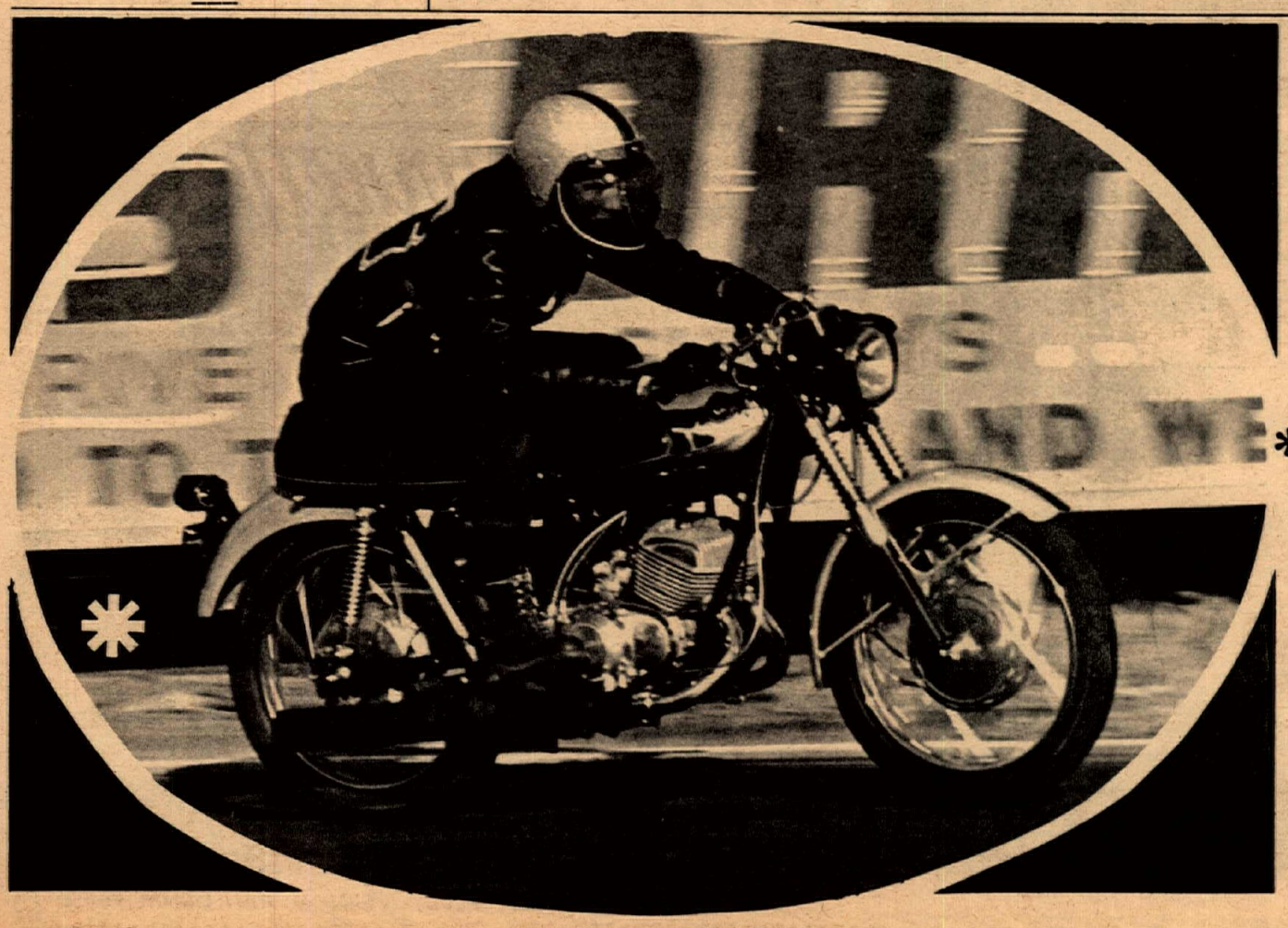
Seems that some guys, including Hank McGill, the doyen of two wheeling around there, lined up the wrong mountain in their sights and ended up almost in Victorville.

The 100 class resulted in a father-son duel for second place behind Stanley Leak on a Hodaka. 'Pa' Joe Bowen finally pipped son Ricky, both riding Honda 90's.

Provisional results on page 9 .

TRAFFIC TECHNIQUE

Never "whiteline it" between moving cars unless the cars are side by side, and then only when there is plenty of space between them for your motorcycle. In staggered traffic car drivers are likely to change lanes without warning. This can be upsetting to a passing cyclist.



NOISE ISN'T NECESSARY!

Only J&R makes the racing pipe with the MELLOW tone for two-strokes (and soon, 4-strokes too!).

**Bob Scott winning 250cc Street Class at Lions Associated Drag Strip last Sunday. Only alterations to stock Suzuki Hustler were fitting of J&R mellow expansion chamber tuned exhaust pipes and larger main jets. Congratulations Bob and Jardines Suzuki Sport Center!*

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MORE MORE MORE MORE MORE
read CYCLE NEWS

Time Running Out For Dist. 37 Number Renewals

Los Angeles area sportsmen are reminded to send out one last letter with their Christmas cards—their application for their 1966 sports committee number.

The $2 fee helps to defray the cost of keeping track of thousands of riders accomplishments. The dedicated work required is of course donated by the workers. It has been observed that some riders cannot seem to get their paperwork together, and try to wheedle rides without having AMA cards or district numbers. In the informal atmosphere of sportsmen races, they sometimes get to ride. But really, fellows, don't you think it's time you started the new year right?

Applications and further information can be obtained free by anyone from the people listed below, for the appropriate kinds of sportsmen racing:

LT. WT. DESERT
(Incl. Trail Bikes)
Charles Kurtz, III
17605 Horace Street
Granada Hills 91344
363-9817

HVY. WT. SCRAMBLES
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4420 Saugus Avenue
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ST 9-5117

LT. WT. SCRAMBLES
Darwin Ballard
7686 El Escorial Way
Buena Park
523-1504

HVY. WT. DESERT
Cal Makela
207 North Gladys
Monterey Park
AT 0-5597

FEATURE GIRL

It isn't true blondes have more fun. How could any girl have more fun than raven-tressed Janice Brymer, a Feature Girl to top off a good year. In our photos she is piloting a fanciful Yamaha sidecar in the forthcoming movie "Out of Sight." The film is a spoof of international spy-type movies. Universal will release it around Easter. Doubling for movie stars isn't Janice's only claim to fame. A busy housewife (husband is Don Brymer, partner in Motorcycle Setups and co-promoter of the coming Long Beach Arena short track races), Mrs. B. also designed seven of the floats you will see in the 1966 Pasadena Rose Parade. For 10 years this has been her "professional hobby," says Janice. Hers are the Queen's float, Helm's Bakery's, the cities of Torrance, Monterey Park, San Diego, and Los Angeles and the marvelous Salvation Army creation, titled "No Man Is An Island." We expect this last-mentioned float will again win the Grand Prize award for Janice, as her "Betsy Ross" did two years ago.

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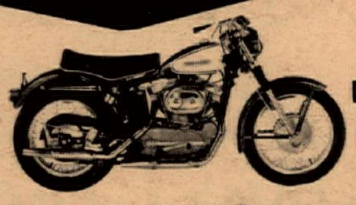
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JACK RABBITS-15 MI. HARE SCRAMBLER
GARY CONRAD UPSETS BIG BIKE RIDERS
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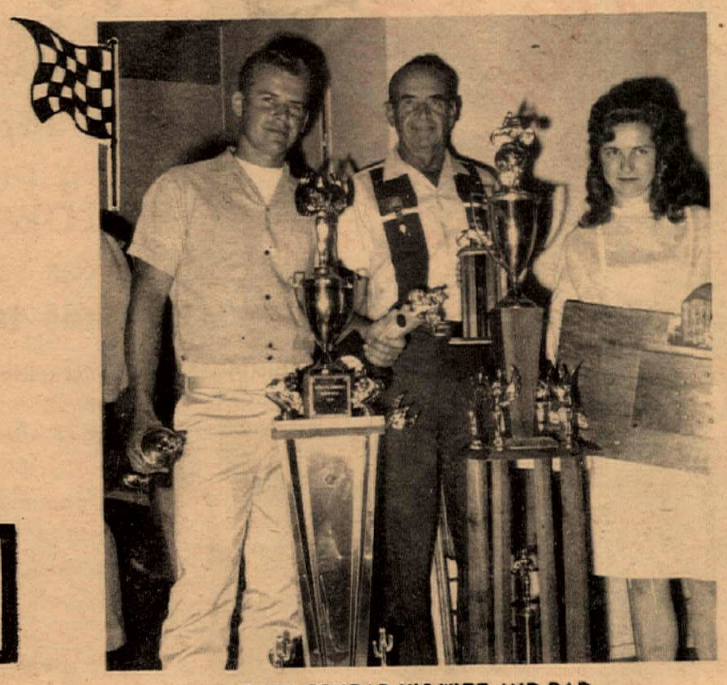
GARY CONRAD, HIS WIFE AND DAD.
Also: SAME DAY
1st OVERALL-AGAIN!
Malcolm Smith
BARSTOW-HARE SCRAMBLES
1st PERRIS T.T.'S
Ivan Oden
250cc EXPERT MAIN
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LAST MINUTE SHOPPER

Motorcycle hobbyists are probably the easiest people on earth to choose Christmas presents for. So if you have saved your motorcycling friend or relative's present for last, have no fear, be of good cheer, your nearby dealer has most of the goodies shown here.

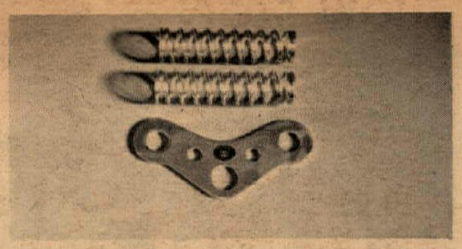
What motorcycle rider can't use an extra pair of gloves, especially when they're as nice as these from STD, 615 N. Avalon Blvd., Wilmington. Made of Cabretta, the finest leather, with 24 colors to choose from, your dealer has them for $5.95.

Stanton M. Bryan, owner of Motorcycle Imports, 932 India St., San Diego, suggests a gift of style and comfort, this steerhide jacket, available in red, white, blue, grey and of course the traditional black. "Everybody needs a new jacket," Mr. Bryan points out. And these are only $39.95.

For that rare fellow who has everything, gift buying can be a problem. But we'll bet that among the creations of Phantom Industries will be found a sweatshirt . . . oops! perspiration garb, that he will treasure with pleasure. Phantom designs include the ever popular "Made in Japan" model, held here by Phantom George Cable, as well as "99 percenter", "Redline 7000" and many others. If your gift problem already has all those, buy him a "Hotshoe" shirt, designed by CYCLE NEWS. Short sleeve shirt is $4, long sleeve $4.50.

Everyone needs a handy spray-on can of grease remover to keep his cycle clean (and his hands, too). RC Industries markets a product called "Grease a go-go" in an "immense" aerosol push-button can. Spray it on, hose it off say the directions. $1.98.

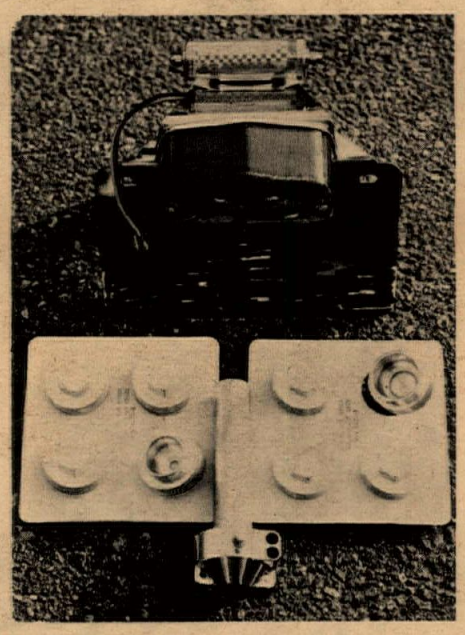
We can recommend most highly the new Parr one-piece action suit made of stretch material. Not too snug (as long as laundering instructions are carefully followed) yet very trim, one of three sizes will fit anyone. Men's and ladies' styles are offered at $28. with group prices available for clubs that want to look their very best. These should not be confused with baggy coveralls; it is a whole new idea in clothing design, especially for cycle riders. Many colors are available, order from the Hollywood store at 807 N. Palm Ave., just off Santa Monica Blvd.



Many a Yamaha and Honda rider would thrill to find these items in his Christmas stocking. Chrome plated heavy springs increase compressing rate to 50lb/in. Prevents fork seal failure and aids handling. Available chromed or cad plated, for Honda 90 or Yamaha 80, and easy to afford. Also made by Circle Industries, 9934 E. Rush St., El Monte, is the alloy top triple clamp, which retails for $6.25, increases wheelbase on Yamaha 80s by 1¾ inches.

J&R Engineering makes the good looking shift lever for 50-80cc Yamahas shown here. It replaces the awkward pressed steel shifter for only $4.50 plus tax. Made of chrome plated steel, its purchase entitles you to a free J&R fireball decal. See your dealer or order by mail from 1857 Merced St., El Monte.

Take your friend or spouse on a holiday for two in Las Vegas. "Three carefree days at the "Thunderbird Hotel" is yours with the $300 purchase of a new or used motorcycle from Laidlaw's H-D Sales, 8351 E. Garvey Blvd., S. San Gabriel. All you have to provide is the gas and gambling money.



See your dealer for these stocking stuffers from Barnett Tool & Engineering. Custom goodies include polished alloy replacement rocker caps for Triumphs, stainless steel light and license bracket with that neat custom look, classic tail light unit, "shorty" registration holder (latter three make a nice combination) and the single-double throttle with ¼-turn opening. Double throttle can carry extra cable all connected as a handy spare for single carburetor bikes.

"Blendzall"
RACING CASTOR
For 2 or 4 Cycle Racing
Champions' Choice at Daytona, 1965
DON'T BE FOOLED BY WILD CLAIMS
OF JUST AS GOOD. THERE ARE NONE!
ADDZIP ADDITIVES ★ 1433-37 First St. ★ Escalon, Calif.

BULTACO WESTERN BOWS OUT OF RETAIL SALES

With six new models to be introduced in the very near future, Bultaco-Western, distributors for the Spanish flyers throughout the Southwest U.S., announces that it will cease operations in the retail sales field effective January 1, 1966. "All efforts in the future will be concentrated on serving our dealers properly," states Bruce Gunderson, sales manager for the North Hollywood firm.

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Has Automatic Neutral Finder
Cuts Shifting by 50%
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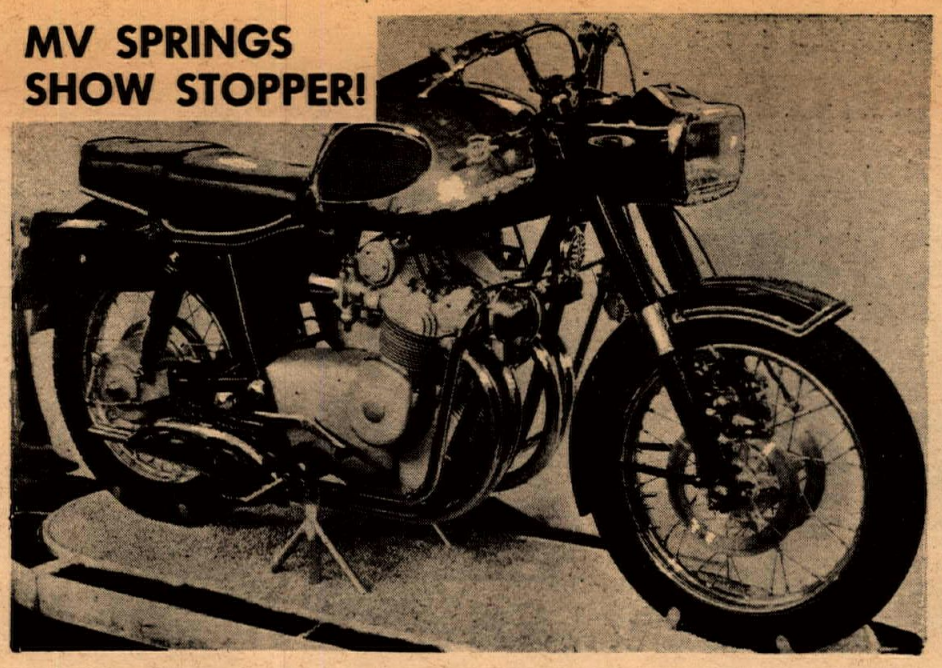
MV SPRINGS SHOW STOPPER!



A glittering sample of MV showmanship was the sensation of the recent Milan Show, Italy.

Based on the world beating 500cc MV-four grand prix racer, it was a you-name-it, it's-got-it piece of machinery.

We are indebted to *MOTOR CYCLE NEWS*, England, for the details of its equipment. These include an all alloy twin cam 592cc engine, with cast-in steel liners, compression 9 to 1. Maximum power output claimed as 52 bhp at 8000 rpm, is estimated to give a top speed of 115 mph.

With twin carbs and four exhaust pipes siamesed into two silencers, it carries its drive shaft on the right, enclosed in one of the twinging arm tubes BMW style.

No kick-back on this one! It is fitted with an electric starter working on a 12-volt system.

Following racing style, primary transmission is by gears to a multi-plate clutch and five speed gear box.

Orthodox telescopic forks are fitted to massive duplex frame, with everything rolling on 18 inch wheels, twin disc brakes front and normal expanders on the rear.

That's the prototype. Now the accountants can get busy. Someday, perhaps, someone will be actually able to buy one!

THREE ROCKS . . . AND THEN SOME!

by RAY HAUCK

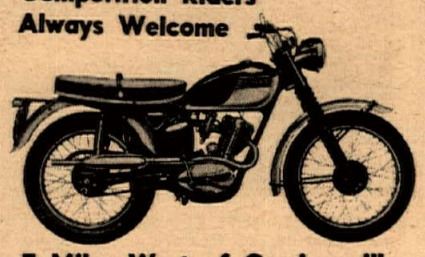
On a course made very slippery from recent rains the Pathfinders held a successful Championship Hare Scramble at Three Rocks some fifteen miles south of Mendota.

Although the conditions underwheel gave a stern test to the riders, they were at least blessed with a beautiful day overhead. Amateur Bill Oliver was man of the day on a Triumph 500. Southern Cal readers will note with interest the fourth man home, Cal Bottom. A member of the Jack Rabbits he has recently moved to the Fresno area.

The course consisted of three laps of 28 miles each, and an impressive turnout of 206 starters got to the line.

BILL OLIVER, THE WINNER

Competition Riders Always Welcome



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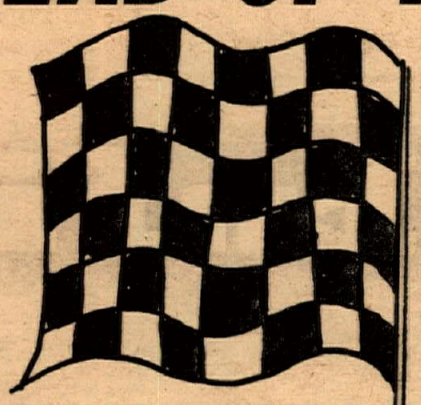
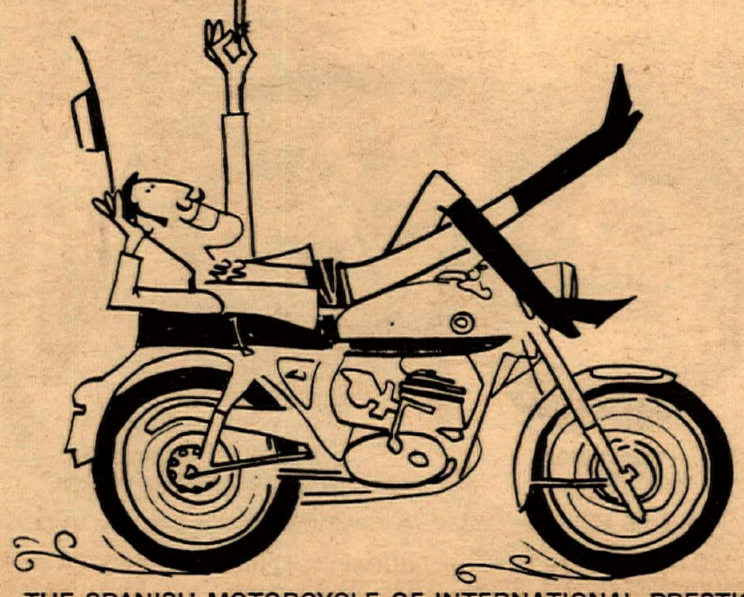
The Mighty
VIVA MONTESA
ROARS AHEAD OF THE PACK



IN CASE YOU HAVEN'T NOTICED– THE LIGHTWEIGHT BIKE WITH THE HEART OF A BULL IS THE BIKE TO BEAT!

SPROCKET'S PARK
T.T. SCRAMBLES
BAKERSFIELD
DECEMBER 19, 1965
1st – 250cc Expert Main Event – George Omo, Jr.
1st – 175cc Amateur Class – George Omo, Jr. II

TIJUANA TOURISTA
DECEMBER 19, 1965
1st – 500cc Novice Class
1st – 500cc Expert Class
1st – 650cc Main Event
O. Gomez Won All 3 Events On A Montesa 250cc Diablo



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SPROCKETS TT

Photos by Carl Bartlett

NUMBER 530, MIXING IT THICKLY WITH THE 100cc TIGERS, IS A LOVELY GIRL, PEGGY McGILL. SHE TUNES HER OWN YAMAHA, HAS TWENTY TROPHIES, (MOSTLY FIRSTS), LIKES TO RIDE SPEEDWAY. ENGINE TROUBLE STOPPED HER THIS TIME, LUCKY FOR THE BOYS!

PALMER TAKES THE OUTSIDE LANE IN OPEN EXPERT MOTO-CROSS.

FIRST 500CC EXPERT ALVIN "KAMIKAZE JAKE" GRIFFITH SHOWS HOW IT'S DONE.

250cc MOTO-CROSS LINEUP WITH THE MONTESAS OF 10F GEORGE OMO AND 33E JIM MONEGAN ABOUT TO SCOOP ROY SPIKER.

TT SCRAMBLES
Sprockets Park, Bakersfield
December 19, 1965

50cc Nov. Amt Moto Cross

1. Mike Couch	Yamag
2. Randy Matthews	Brid
3. Tommy Francisco	Brid
4. Carl Rice	Yam

90cc Nov. Main Event

1. Gil Robbins	Unknown
2. Rick Elisarearis	Hod
3. Jerry Miner	Hon
4. Rick Blake	Hon

90cc Am. Ex. Moto Cross

1. Roy Spiker	Hod
2. Dewayne Keeter	Suz
3. John Graham	Yam
4. Randy Smith	Hon

175cc Nov. Amt. Moto Cross

1. George Omo Jr.	Mon
2. Kenny DeFehr	Tri
3. Jerry Gray	Unknown
4. Scotty Coyne	Bul

200cc Nov. Amt. Exp. Moto Cross

1. Larry Rose	Bul
2. Clarence Pitman	Bul
3. Robert Timberlake	Bul
4. Jim Barnard	Bul

250cc Nov. Main Event

1. Dan Reed	Enf
2. Wayne Schmidt	BSA
3. Chuck Janisse	Hon
4. Don Hughes	Bul

250cc Amt. Main Event

1. Joe F. Brown	Jawa
2. Herb Wolff	Jawa
3. Frank Roseberry	Yam
4. Joe Roseberry	Ben

250cc Ex. Moto Cross

1. George Omo	Mon
2. Jim Monegan	Mon
3. Roy Spiker	Enf
4. Dewayne Keeter	Mon

350cc Nov. Amt. Ex. Main

1. Ron Spillman	Hon
2. Bob Miller	BSA
3. Alex Chrzanowski	Hon
4. Howard G. Grisham	BSA

500cc Nov. Amt. Ex. Moto Cross

1. Alvin Griffith	BSA
2. Bill Seim	Tri
3. Ray Anderson	Tri
4. William Lamb	Tri

Open Nov. Main Event

1. John Scantlin	H-D
2. John Bass	BSA
3. Don McKay	Tri
4. Arnold McKay	Tri

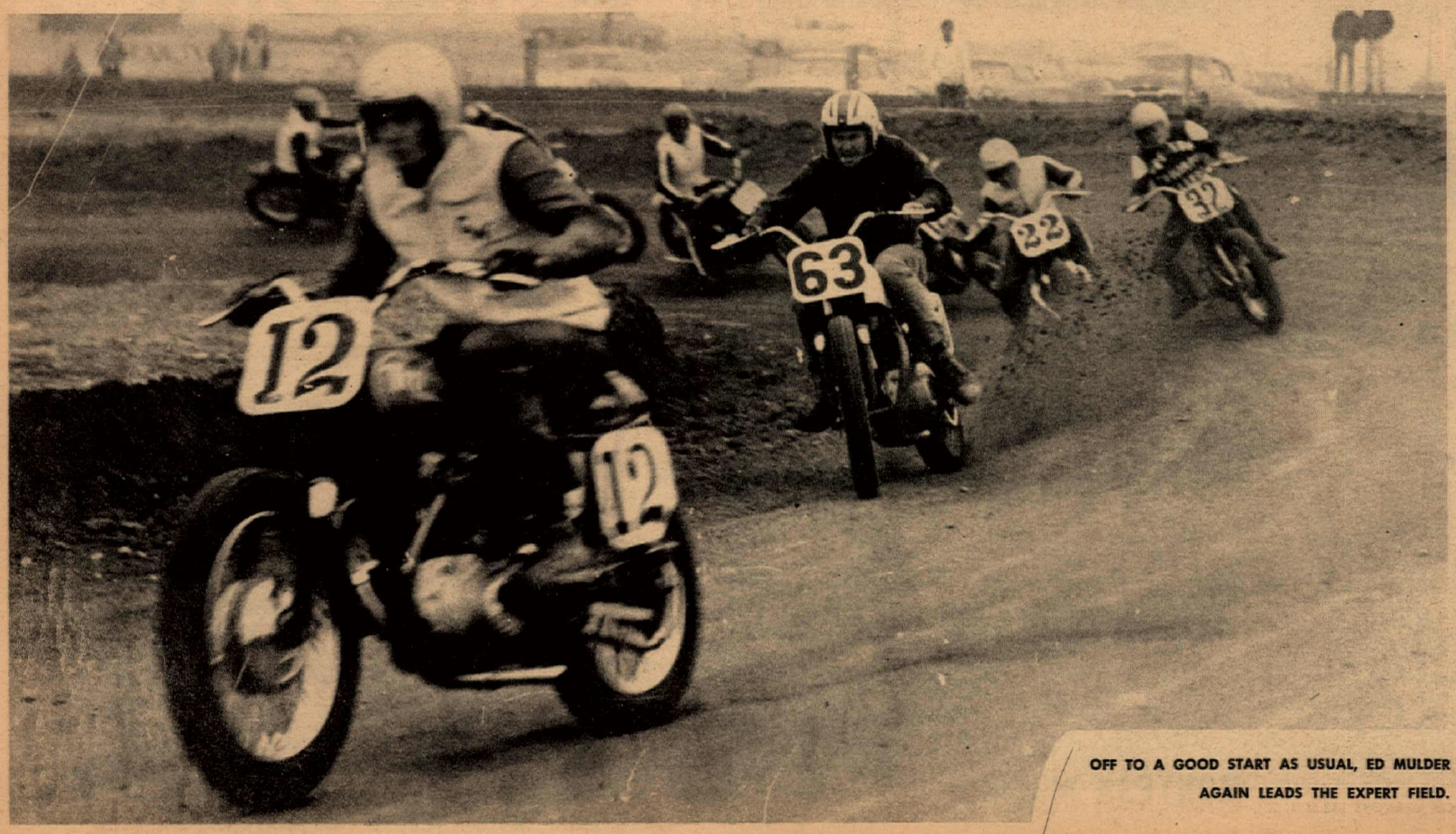
Open Amt. Moto Cross

1. Harlan Hinkley	Tri
2. Ron Pierce	Enf
3. John Pierce	Tri

Open Ex. Main Event

1. Eddie Mulder	Tri
2. Dave Palmer	Tri
3. Sid Payne	Tri
4. Jack Lambert	Nor

200CC NOVICE-AMATEUR-EXPERT MOTO GETS UNDER WAY. 267 LARRY ROSE ENDED FIRST



OFF TO A GOOD START AS USUAL, ED MULDER AGAIN LEADS THE EXPERT FIELD.

PATHFINDERS HARE SCRAMBLES PICTORIAL

100cc Desert Point Standings
as of December 11, 1965

1.	Bill Menchen	85 Pts.
2.	Carl Steven	69-1/2
3.	Ron Bishop	68
4.	Earl Roeseler	64-1/2
5.	Jan Pitson	62-1/2
6.	Denby Dailey	58-1/2
7.	Bobby Steffan	56
8.	Darryl Scalla	52
9.	Frank Wheeler	45
10.	W. D. Leppo	41
11.	J. D. Williams	32-1/2
12.	Chas. Bertalon	29-1/2
13.	Glenn Williams	29-1/2
14.	John Nixon	29
15.	Kenneth Kane	24-1/2
16.	Skip Johnson	24
17.	E.J. Dailey	23
18.	Tony Robertson	22-1/2
19.	Jack Johnson	22-1/2
20.	Bill Ydiando	21
21.	Fred Biscoe	21

Pathfinders M/C Northern & Central Calif. Hare & Hound Scrambles at Three Rocks
December 19, 1965
Unofficial Results

1.	Bill Oliver	Tri
2.	Bob Keys	Tri
3.	Ken McLaughlin	BSA
4.	Cal Bottom	Nor
5.	Bob Hayes	---
6.	Bill Grossey	---
7.	Jack Munger	---

Barstow M/C
Cross Country Race
December 19, 1965

100cc Class

1. S. Leak Hod 2. J. Bowen Hon
3. R. Bowen Hon

Open Class

1. M. Smith Gre 2. F. Gibson Tri

DESERT DESSERT

Jack Rabbits Hare Scrambles

GARY CONRAD THOUGHT HE WAS BEHIND THE PACK, DIDN'T KNOW HE'D WON UNTIL FINISH.

DRAGS

DON McAVOYS 142 MPH TRI. WITH BUD MARTINEZ ON BOARD.

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Mother Nature caused the cancellation of the A.C.A. National Championship Road Race at Carlsbad for the second time. Due to the heavy rainfall during the week prior to December 19th, Mr. Belond, owner of Carlsbad Raceway, informed us that the pit area and the parking area could not be used because of the damage which would be caused to the grounds by vehicles on the soft earth. So, the race was cancelled. The next A.C.A. event will be on January 9, 1966 at Willow Springs International Raceway, the second annual A.C.A. opener. This event will run rain or shine. Grand Prix classes including production will run.

Since last week's column, many things have transpired. We have been informed that there is a special set of sportsman road racing rules which allow such things as permanent barriers, grand stands, etc., even though neither this writer nor anyone else we know of has seen these rules, but we understand that they do exist. At least that much was accomplished.

I've also been acused of doing my best to ruin the sport of motorcycling and cause the cancellation of the forthcoming A.M.A. road races at Carlsbad. This is far from being the truth. The main object of my bringing forth the question concerning Sportsman rules and regulations is because I feel some of the advantages which Carlsbad has, such as fences, grand stands, adequate parking facilities, adequate restrooms, concessions stands, P.A. system, etc., would enhanc the sport, not only for the spectator but also for the riders. The only reason Carlsbad was used as an example is that this is the first time a Sportsman event has been held in this area with these adequate facilities. In the past when some of the owners, promoters or sponsoring clubs at permanent courses have been asked to put in some of the facilities which are available at Carlsbad, the standard reply has been that the rules and regulations will not allow it.

I also understand that fellow columnist Rockwood is not the promoter of this event, nor is Mr. Belond. The sanction was issued to a riding club which cannot be named for fear of a law suit (law suit for what reason we do not know). Of course, if there was a law suit use of a subpoena to the A.M.A. could force them to disclose the sponsoring club, so why the secret?

We also have been informed that if we continue to stir up trouble and problems many of our supporters will not be so eager

to help us in the future, and that certain track owners will not allow us to participate on their courses because of pressure exerted by the people which our articles concern.

As told to us — "Who really cares; after a couple of weeks the things you have said will be forgotten anyway and only you will end up with egg on your face and nothing will change, things will continue as they have in the past." Possibly the above statement is true, but if this column gets one individual to think, or helps motorcycling out with one rule change for the better, it was well worth the time and abuse.

Since we will not have an opportunity to write for the next two weeks, we wish you and yours a happy holiday and look forward to a better year in 1966 for motorcycling.

ROSEMARIE MARTINO, LEFT, AND JAN DITSON, TWO OF THE FASTEST GIRLS ON THE DESERT.

GIRLS AMONG THE "DESERT MICE"

By Earl Roeseler

When the Prospectors M.C. Triple Hare Scrambles banged off in three directions week before last, three girls were among the 58 "desert mice" (under 100cc bikes) heading out toward the smoke bomb with 4 laps of 13 miles each ahead of them. Last week *Cycle News* reported the outcome of the big and little bikes, now we come to the mice.

At the end of lap one, Miss Jan Roberts was first through the checkpoint. After the first check on lap two, some of the males in the back of the pack said they got lost (on the second lap?) and ended up in the front of the pack. This so upset the scorekeepers that official results will be delayed until the finishers are sorted out.

Jan Ditson, running in fifth spot in under-100cc desert point standings (see page 12), finished right up with the boys again. Lynn Willson, another girl desert racer, had spark plug trouble on the third lap.

ARIZONA CHALLENGES *By Herb Morris*

EDITOR'S NOTE:

As certain comments in the following report from Tucson, Arizona are likely to bring on a severe attack of the wheel-wobbles among Calif. types we thought we'd better warn you in advance. Tighten all bolts in case you take off with indignation.

At our recent meeting on the well-oiled and graded track down Tucson way we had the pleasure of including several riders from San Diego. We ran the 0 - 250 Amateur Sweepstakes in the form of a handicap, with the 125's being given a ten yards advantage over the 250's. Young Mike Ryan from Alb. New Mexico got home first on a 125 Yamaha, but he was almost caught by Mark Praugel of Phoenix piloting a Jawa 250. Mark not only ran out of time, he also lost his seat en route.

The tidbit of the day was the 250 Expert and Open Sweepstakes. No handicaps this time, except for the pack who suffered an onslaught by Bob Beard and Mike Bradley from the word go. 'Bultaco' Bob was too much for anybody and any bike on the day.

ANY CALIFORNIAN RIDERS ON 250's WHO FANCY THEIR CHANCES AGAINST BOBBY ARE WELCOME TO TRY. THEY WOULD HAVE THEIR HANDS FULL!

Second Sunday in January we'll be staging another meeting, and as an extra bonus for the loyal spectators we're planning a special 250 event. We hope to have four-man teams from California, Nevada, Arizona, New Mexico and some place called Texas.

Clubs and Dealers of these States will be asked to nominate the fastest teams they can assemble. Our forty-foot wide raceway should see some rarin' and goin'.

Another of our hopes is to get an open date for District 37 and put on a king-sized midwinter TT event. There's plenty of camping space at the track and we'd like to see plenty of visitors from the Golden State.

SCRAMBLIN' AROUND

By Maureen Lee

I guess by now most everyone has heard of the uproar over DeWayne Keeter riding the Sweepstakes at Hopetown. The Competition Committee is frowning on him for riding a lightweight in the heavyweight 'stakes. After the Lightweight Sweep was cancelled on the Saturday, the guys were told they could ride it on Sunday. A lot of them didn't bother to show due to travel distances, but DeWayne came down again from Santa Barbara, and then was told not to ride. One lightweight rider joined in after the start, but it wasn't Keeter, although the Committee thinks it was.. Summarily they decided it was DeWayne, who by this time was on his way home. At least two reputable witnesses who have nothing personal going in the case, saw DeWayne in the pits while the race was being run. Further, watching DeWayne's excellent riding all season, we all know his style pretty well. He has a distinctive way of riding through a turn, which this guy didn't have.

Well, DeWayne has filed an appeal, naturally, as he could end up with a six month suspension from all A.M.A. competition, but if he is found guilty this could be the greatest railroad job since the Union Pacific built the Transcontinental Railroad.

Perris was the scene of the last 1965 scrambles, Sunday. Unofficial report is that Kirk McDowell will carry the No. 1 lightweight plate this coming season. Hope it's true because Kirk has really worked hard this season while still remaining a nice guy and a credit to our sport. Not only that, he's won it on a 90cc machine. Quite a shock for some of the 200-250cc hotshots to have that plate end up on a real lightweight.

In spite of getting mad at times at our Competition Committee, they really do a good job, especially at this time of year. So, if anyone, a club maybe, or wives, girl friends or riders themselves have some time to spare, how about giving them a hand at working out all the points and getting the numbers for next season set up? Call your nearest representative and offer your services!

Hope you all have Happy Holidays and we'll see you next year. If any of you do ride the road at times (and don't faint with horror at the thought) here's a little goodie you may not have heard about. John Law now requires you to have a high beam indicator on your scooter. Cute idea, eh?

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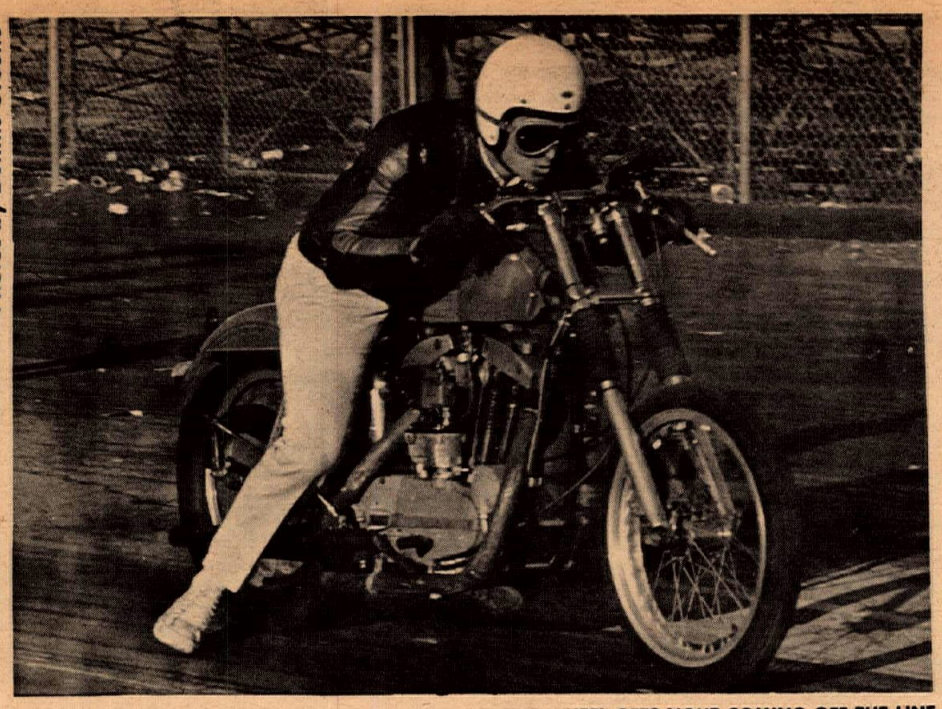
Photos by Dennis Greene



DOWN BOY, DOWN, SAYS M. DISHAROON AS THE FRONT WHEEL GETS LIGHT COMING OFF THE LINE.

CYCLE ALLEY DRAGS

By R. A. Ebeling

I owe a great and humble apology to Mr. Jack Minnock and Irwindale Raceway for last week's statement that bikes could not compete at the A.H.R.A. Winter Nationals Championship. Thanks to Mr. Kerry Clark, (A.H.R.A. Rep.) and Mr. Minnock, we can and I hope many will compete at Irwindale February 11, 12, & 13th, 1966. I will be Cycle Pit Director for the nationals and hope I can obtain full co-operation from the Cycle boys and leave a favorable impression which will improve our status.

The American Hot Rod Association (A.H.R.A.) has completely rewritten the rule book for 1966 and in the process has established new classes, broken down so that virtually each displacement machine will be competing only against its equal. Due to this major change all past records in quarter mile drags have been erased from the record book. The class divisions are Stock, Super Stock, Modified and Dragster. The details on requirements may be obtained by purchasing a new 1966 A.H.R.A. rule book at a local drag strip or by calling me at (213) 966-1891. Here is the class breakdown in displacement.

Class A—over 1200cc, Class B—1000 to 1200cc, Class C—883 to 999cc, Class D—750 to 882cc, Class E—650 to 749cc, Class F—500 to 649cc, Class G—450 to 499cc, Class H—350 to 449cc, Class I—305 to 349cc, Class J—250 to 304cc, Class K—200 to 249cc, Class L—175 to 199cc, Class M—150 to 174cc, Class N—125 to 149cc, Class O—100 to 124cc, Class P—90 to 99cc, Class Q—80 to 89cc, Class R—65 to 79cc, Class S—50 to 64cc, Class T—under 50cc.

This is the greatest number of class divisions ever established. If you set the record in your class the reward will be a complete A.H.R.A. membership and a certificate verifying the record. At the end of qualifications and record run attempts each class shall race for a trophy and then on a handicap basis there will be a race for Top Stock, MiddleStock, Little Stock, Top Modified Eliminator and Number 1 Eliminator.

This World Record meet will be a great warmup for the Fuel and Gas bikes in preparation for the big money meet at Lions drag strip Saturday, February 19. The awards and classes are as follows: $200.00 (two hundred dollars) Sr. Fuel bike. (551cc to open). $75.00 (seventy-five dollars) 2nd place and $50.00 (fifty dollars) 3rd place. $100.00 (one hundred dollars) Jr. Fuel (0-551cc.) $25.00 (twenty-five dollars) for each top gas bike in three classes. 0-550cc., 551 to 751cc and 751 to open. That is a total of 500 (five hundred) dollars. The largest cash purse ever offered in motorcycle drags. There will be merchandise awards added to this as we progress.

Sunday at Lions had the B street bike and D street classes packed. Fourteen in D and eleven in B. During the early part of the morning, Bob Linagen, on a Royal Enfield smashed the B street bikes' previous speed record held by Moulders and Reese. The record now stands at a fabulous fast 110.29. The record breaker is sponsored by Shell Motors of Lynwood, Calif. Now holding the speed record, their next goal will be for the E.T. Although they set the record, the Enfield was defeated in class eliminations by Presson & Johnson's Triumph at 12.85 - 108.30.

In a fashion that has become routine, M. Disharoon, took A gas. Just recently he has begun lifting the front wheel of the Harley off the line and is losing E.T. plus a little control. He won at 12.22 - 109.22. If any future drag racer wants help or advice see "Dish" at Harley-Davidson of Long Beach. George Jonovich saved Norton's prestige after the record was lost in street class by defeating Dan Kleiman's Triumph in B gas at 13.33 and 106.13.

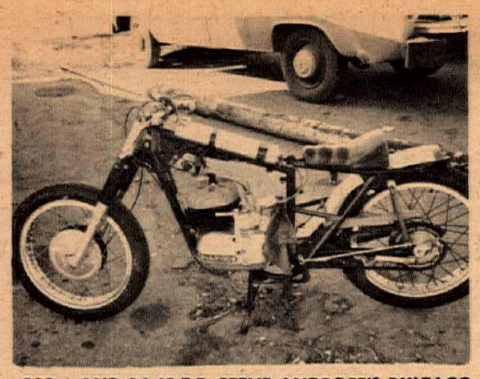
Steve Androff had trouble getting his 200cc Bultaco to run Sunday morning, but corrected the error and won the E gas class. He shut off at the lights and coasted through the traps at 18.02 and 54.41. Earlier the Bultaco was turning in the 14 second bracket. Bob Scott defeated the full D street pack on his Suzuki with a 16.35 and 73.71.

If any competitors wish to win the E street laurels, Steve Cox and his Honda are the ones to beat. Steve took the trophy by turning 17.75 and 73.05. He attempted to travel the full quarter mile at Lions on the rear wheel of his Triumph. He made it all the way but for 50 yards. He has control beyond the normal. Bob has promised to return at the time of the big Feb. meet to make it all the way.

Jim Cook, Boris Murray, John Buckley and I have actually begun the organization of the Motorcycle Drag Racing Association. The first meeting will be held in February and I will inform you on these pages when the date, time and meeting place are definite.

Remember, Lions Drag Strip will be closed Dec. 25 & 26 and January 1 & 2. It will reopen the weekend of Jan. 8th, new asphalt and all. Fontana's grand opening under new management will be Jan. 2, 1966.

CYCLE NEWS will be vacationing for the next two weeks. Look for us again January 13, 1966.



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RESULTS

Jack Rabbits M/C
Hare Scrambles
(unofficial results)
December 19, 1965

Under 100cc

1.	Earl Rosseler	Hon	7.	J. Morgan	Hod
2.	Guy Smith	Hod	8.	D. Stinson	Hod
3.	D. Daily	Gil	9.	B. Steffan	Hod
4.	C. Bertalon	Hon	10.	Jan Ditson	Yam
5.	Glen Williams	Hod	15.	R. Martino	Hod
6.	Unknown				

250cc - Open

1.	Gary Conrad	Gre	1st 250 Ex.
2.	Mike Patrick	Nor	1st Op. Ex.
3.	Bob Ferro	Tri	2nd Op Ex.
4.	Lonnie Petterson	Tri	3rd Op Ex.
5.	Howard Jackson	Tri	4th Op Ex.
6.	Dick Romas	Tri	1st Op Am.
7.	Don Surplice	Tri	5th Op Ex.
8.	Bill Friant	Mon	1st 250 Am.
9.	Jack Buyers	Tri	6th Op Ex.
10.	Jerry Sequin	Mat	1st 500 Am.
11.	Gene Dempsey	Tri	7th Op Ex.
12.	Don Watkins	Tri	1st 500 Ex.
13.	Art McKnight	Tri	2nd Op Am.
14.	Ron Nelson	Tri	2nd 500 Ex.

Pathfinders M/C Hare Scrambles
at Three Rocks, Nov. 28, 1965

1.	Dick Mann	BSA	Sweepstakes
2.	Bob Keys	Tri	1st Op Ex.
3.	Cal Bottum	Nor	2nd Op Ex.
4.	Bill Oliver	Tri	1st Op Ex.
5.	Art Lightsey	Tri	1st Op Nov.
6.	Leonard Flores	Bul	1st 250 Nov.
7.	Den Theroux	Gre	1st 250 Am.
8.	Harold Kenyon	Bul	2nd 250 Am.
9.	Ernie Ueckert	BSA	1st 350
10,	Jack Monder	Tri	2nd Op Am.
11.	Joe Garcia	BSA	2nd Op Nov.
12.	Harold Galindo	Tri	1st 500 Nov.
13.	B. J. Jones	Tri	3rd Op Ex.
14.	Jim Robertson	Gre	3rd 250 Am
15.	Curt Fisher	Tri	4th Op Ex.
16.	Jeff Nolke	BSA	2nd 350
17.	Ray Ramirez	Bul	1st 250 Ex.
18.	Mike Akatiff	Bul	4th 250 Am.
19.	Earl Holbrook	Gre	2nd 250 Ex.
20.	George Newsom	Cot	2nd 250 Nov.

Wilmington Dusters &
Coachella Valley M/C
TT SCRAMBLES
Perris Recreation Park
December 19, 1965
Unofficial Results

50cc - All Classes - Moto

1.	K. McDowell	Hon
2.	D. Alfred	Hon
3.	T. McDowell	Hon

100cc Am. Main

1.	K Masburn	Hon
2.	L. Daily	Hon
3.	B. Szutz	Van T Hon

100cc Ex. Moto Cross

1.	K. McDowell	Gil
2.	A. Guzeman	Gil
3.	R. Henrickson	Hon
4.	J. Doron	Yam
5.	M. Radner	Hon

175cc - All Classes - Moto

1.	R. Clark	Bul
2.	S. Stricklen	Hon
3.	M. Myers	Hon
4.	P. Straman	Bul
5.	L. Krueger	Bul

200cc Am. Moto Cross

1.	T. Davis	Bul
2.	L. Hammond	Bul
3.	H. Stankey	Bul
4.	M. Gome	Gre
5.	W. Davis	Bul

250cc Nov. Main

1.	B. Cody	Mon
2.	R. Forsh	H-D
3.	G. Maroney	Bul
4.	L. Shoemaker	Yam
5.	B. Pluso	Hon

250cc Am. Main

1.	R. Turner	Par
2.	D. PuHerfield	Bul
3.	R. Wood	Hon
4.	J. Mc Cormack	Bul
5.	D. Douglas	Duc

250cc Ex. Main

1.	Ivan Oden	Gre
2.	T. Denius	Bul
3.	Swede Savage	Mon
4.	D. Smith	Bult
5.	Ken Clark	Ossa

350cc Am. Main

1.	C. McIntosh	Hon
2.	G. Rodgers	Hon
3.	S. Mintz	Hon
4.	B. Nelson	Hon
5.	D. Berg	Maico

500cc Nov. Moto Cross

1.	G. Brand	BSA
2.	S. Bandringa	BSA
3.	R. Grauer	Velo
4.	M. Chamberlain	Tri
5.	N. Yentzer	R.E.

500cc Am. Main

1.	D. Douglas	BSA
2.	J. Drake	Mat
3.	J. Cowell	BSA
4.	H. Stites	Velo
5.	R. Burris	BSA

500 Ex. Main

1.	C. Minert	BSA
2.	A. Sparks	Tri
3.	M. Darling	Hon
4.	F. Harlan	Mat
5.	J. Rice	Mai

650cc Nov. Main

1.	G. Parker	Tri
2.	M. Hinshaw	BSA
3.	K. Schmidt	Tri
4.	T. Friedkin	Tri
5.	R. Hobbs	BSA

650cc Am. Main

1.	M. Massey	Tri
2.	B. Landguth	H-D
3.	L. Earl	BSA
4.	D. Hansen	Tri
5.	D. Miller	Tri

650cc Ex. Moto Cross

1.	B. Riley	Tri
2.	D. Baker	BSA
3.	J. Willingham	H-D
4.	L. Wilburn	Tri
5.	D. Moore	BSA

S.C.T.A. ENGLISH TRIALS
Riverside December 19, 1965

Master	Lightweight
1. J. Fraser - 11-Bul	1. N. Deuereux-17-Bul
2. B. Grove - 13- Gre	2. T. Atkins-23-Bul
3. P. Dingman-21-Tri	3. D. Kerr-24-Tri

Expert	Ultra-Lightweight
1. D. Eaton-26-Mat	1. D. Hockie-18-Hod
2. J. Cameron-41-Mon	2. D. Holmes-23-Hod
3. A. Skeel-41- Hon	3. M. Conwell-28-Hon

S.C.T.A. ENGLISH TRIALS
Wilmington November 28, 1965

Master	Lightweight
1. J. Fraser-12-Bul	1.N. Devereux-18-Bul
2. B. Grove-16-Gre	2. R. Warner-27-Gre
3. J. Wilson-19-Tri	3. T. Atkins-28-Bul

Expert	Ultra-Lightweight
1.J. Lavigne-36-Dot	1. D. Hockie-15-Hod
2.B. Kulek-54-Gre	2. D. Holmes-20-Hod
3. D. Eaton-62-Mat	3. D. Beckstead-25-Hod

LIONS DRAG STRIP
Dec. 19, 1965

Street Class			E.T.	MPH
Make	Class			
H-D	Top	Ed Mc Donald	----	----
H-D	A	Ed Mc Donald	----	----
Tri	B	Presson & Johnson	12.85	108.30
Suz	D	Bob Scott	16.35	73.71
Hon	E	Steve Cox	17.75	73.05
Gas Class				
H-D	A	M. Disharoon	12.22	109.22
Nor	B	G. Jonovich	13.33	106.13
Bul	E	Steve Androff	18.02	54.41

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THE FINISH LINE

By ROXY ROCKWOOD

This column just about wraps up the 7th year we have been writing about cycle racing. It does not seem nearly that long, unless we look back.

How many fans remember some of the following things that happened? Jack O'Brien as #132X on first a Matchless single and later the same year on a BSA?

Al Gunter riding H-D part of a season . . . Bob Souza week after week running second to O'Brien . . . Troy Lee returning to action late one year after a seven year layoff and then making the comeback on the old "WR" model . . . Old Gardena Speedway hosting the national competition committee on the coldest night we can remember during the final race in '58?

Johnny Rich, Eddie Kretz and Johnny Muckenthaler going down the line to the final night of the season to decide the high point rider title the same year?

The first road race ever held at Riverside Raceway when most or all showed up with converted dirt track machines . . . The winner of that one was Joe Leonard with a new kid by the name of Bobby Sir Kegian running second?

Cal Rayborn and Ronnie Emmick banging bars in that one lap after lap until they locked together and crashed with Rich coming around the corner and going endo and out for the rest of the season . . . The road race a year later, and the last to ever run at Riverside when Don Hawley set fast time on the Cycz BSA and then broke a primary chain early in the race . . .

The first Yamaha to ever show up in this country during the last Catalina Island race in '58 . . . The first Honda to show up on these shores the same year and it sat in Floyd Clymer's store for nearly a year with nobody really knowing what it was for or all about???

link fence—and into half mile retirement?

Dick Hammer and Jim Goldsmith in their once a month TT duels at Ascot and Riverside as novice riders . . . finishing one-two for the entire season that year . . . Goldie on a Matchless Twin with Hammer on a BSA twin?

Hammer coming back the next year to take both high point amateur and expert TT honors after some close battles with Dorresteyn and Sowell . . . The last TT race ever run at De Anza in Riverside when Leonard and Dorresteyn rode wheel to wheel right down to the flag?

Remember when it was a big deal to have a total of 100 riders at a TT event at Ascot . . . '61 and Keen, Keen and more Keen with full bore shots through the North turn?

The '61 Ascot national when Keen came from 7th place to overtake Resweber on the 15th lap and then go on for the national win . . . Resweber with a full straightaway lead when Keen started his drive . . . Keen receiving a standing ovation from the crowd after that one . . . The first and last rider to ever receive this honor?

The famed "BSA Wrecking Crew" of Gunter, Keen, O'Brien and Stu Morley winning everything offered at Ascot for more than a year . . . also more nationwide publicity than any other unofficial team up to that time . . . ?

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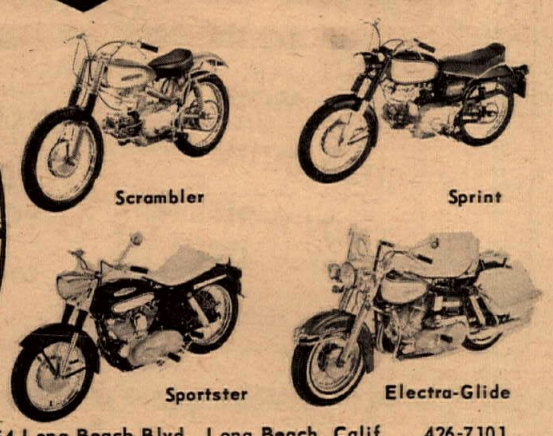

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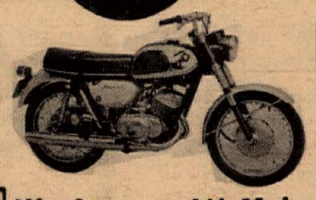
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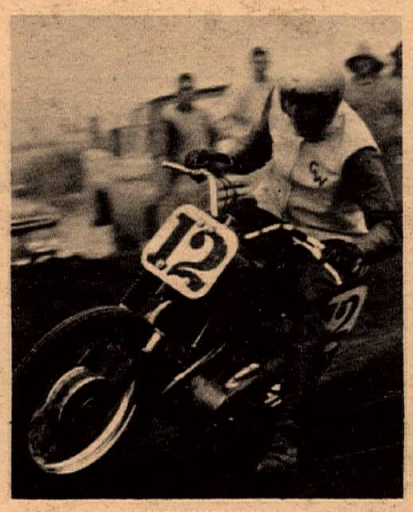
Sprockets
TT Scrambles
Sprocket Park

SUN.
DEC. 19

1st
Eddie
Mulder
Tri.


EDDIE MULDER

2nd Dave Palmer - Tri.
3rd Sid Payne - Tri.

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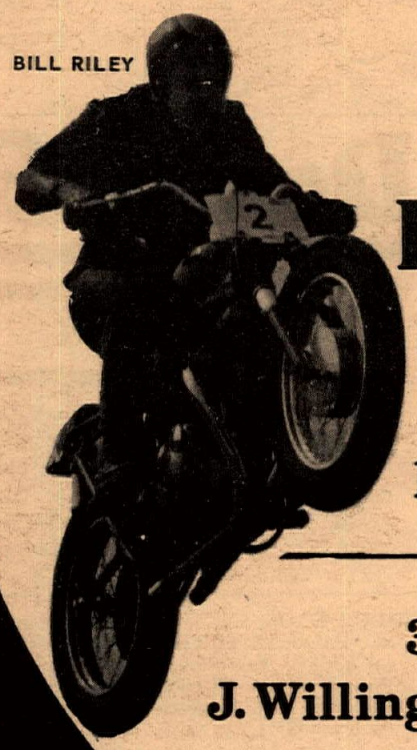
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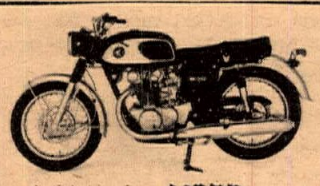

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'60 Clean - Bates Seat, new pipes, new engine. See Russ (Grizzly Bear) Long.

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1 - '65 M-31 50cc 331 miles sharp Great Xmas gift for son or daughter
$150.00

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'64 Late model - Alpha lower end, Challenger, piston, and port timing tuned pipe. Never used in desert. Super Clean bike.
$550.00 or best offer

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'65-250cc Used Diablo Scrambler, Clean Demo - folding Bates pegs, Triumph levers, custom bars and other goodies.
$555.00 or best offer

'64 - 175cc Impala Sport, low bars, great condition. 18 h.p., Freeway approved..... $460.00

'65 - 250cc Scrambler - Kim Kimball's Hopetown winner. 11 out of 12 desert races from start to finish Super dependable ALL goodies.... A special gift at $510.00 or best offer.

'65 - 250cc Scrambler. Grand Prix driver, Ritchie Ginthers personal bike...Super Clean!
$575.00 or best offer

'65 - 175cc Impala Sport - 100 mph with goodies - as is - 18 h.p. freeway approved.
$390.00 or best offer

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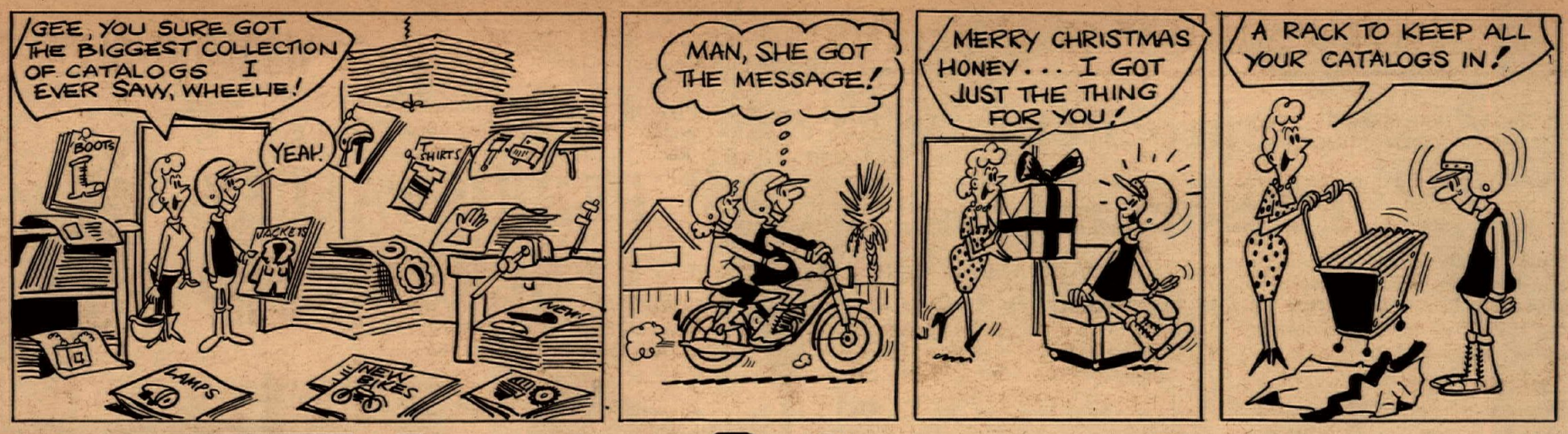
WHEELIE . . . by DAVID GEE



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CALENDAR OF EVENTS

SUNDAY, DECEMBER 26, 1965
EVERY OPEN SUNDAY

PRACTICE — On the Perris Track, only on Sundays when no competition events scheduled $1 per rider.

HARE AND HOUND — Hilltoppers M.C. host 6th annual desert bash, now called "Santa Claus Leap." Limed from Hwy. 395 near Lucerne. Finisher pins. Leaps off at 10 a.m.

ENGLISH TRIALS — Family fun from amateur to master. In Wilmington off Anaheim, ½ mile west of Harbor Fwy. Look for the lime. Trials start at 11 a.m. Sanctioned by S. C. T. A.

DRAG RACES — Lions Associated Drag Strip hosts all two-wheel classes. Levis ok in street class. Full leathers for gas or fuel. San Diego Fwy. to Alameda, south one block then left to the Strip. Qualifying starts at 9 a.m. Every Sunday and now Saturdays, too.

AND NEXT YEAR

SUNDAY, JANUARY 2, 1966

TT SCRAMBLES — By the Ventura 2- Wheelers. AMA rules, incl. rubber covered folding pegs. Trophies at close of day. Little bikes a.m., big ones p.m. On Bay Mare course. Directions: from Thousand Oaks (Ventura Fwy.) take Hwy. 23 North to Hwy. 118. Left on 118 across RR tracks, right on racetrack road about ½ mile past tracks. Easy to find if limed.

SUNDAY, JANUARY 2, 1966

DRAG RACING— Fontana Drag City reopens under new management. Race for money or trophies, your choice. Directions: San Bernardino Fwy. to Etiwanda turnoff. North on Etiwanda to Foothill, right on Foothill to the strip.

WHAT'S COOKIN' CLUBS?

A great new year of biking is nearly upon us, and we find we've got one or two gaps in the Calendar of Events for 1966.

So how about it all you willing workhorses who devote so much of your free time to running the affairs of your clubs? We'd like to know what you're planning for the future.

SATURDAY, JANUARY 8, 1966

DRAG RACING— Lions Drag Strip reopens after repaving. Traction galore for street, gas and fuelers. (Read Cycle Alley on page 10 this week).

SUNDAY, JANUARY 9, 1966

SCRAMBLES – By the Hi-Boots M.C. of San Diego. At Dehesa track in Harbison Canyon. From El Cajon, take Jamacha street south to Dehesa Road, past Singing Hills Country Club. Limed from Jamacha & Dehesa.

ROAD RACING — A.C.A. Opener at Willow Springs. All International classes plus production races.

HARE SCRAMBLES, — By Orange County MC. First desert run of the year. Entry $3.00. AMA sanctioned. 10 a.m. sharp. Rain or shine. Point run 100cc and under, 1 loop, all others 3 loops, 90 miles. Limed from Lucerne Valley.

SUNDAY, JANUARY 16, 1966

ROAD RACING — AMA sportsmen at Carlsbad course, near San Diego. All AMA classes plus production.

SATURDAY, JANUARY 22, 1966

DANCE — Annual Road Riders Committee foot-fest and officer installations ball. Time and place to be announced.

SUNDAY, JANUARY 23, 1966

SCRAMBLES — TT-Style, by the Sinners M.C. on the new Elsinore TT track, on Hwy. 71, just south of town of Elsinore. Acres of run-riding country to play in, overnight camping o.k. Track open for fun or practice every day.

SUNDAY, JANUARY 30, 1966

ROAD RIDE — Golden Rods Motorcycle Club Poker Run Watch CYCLE NEWS for further directions.

SATURDAY, FEBRUARY 5, 1966

INDOOR SHORT TRACK — First night of indoor racing at Long Beach Arena. Practice begins at 4 p.m. AMA rules apply. Eighth mile track, smooth cement surface. Pump gas up to 250cc classes. Racing starts 8 p.m. Admission $2.00 general, $2.50 logia. Ocean Ave. exit on L.B. Fwy., past pike to Arena.

SUNDAY, FEBRUARY 6, 1966

POKER RUN — Highway Kings put this one on. Watch CYCLE NEWS.

SATURDAY, FEBRUARY 12, 1966

INDOOR SHORT TRACK — Long Beach Arena. AMA sanctioned. See Feb. 5th.

SUNDAY, FEBRUARY 13, 1966

ROAD RACES — Annual A.C.A. Challenger events at Willow Springs course.

SATURDAY, FEBRUARY 19, 1966

DRAG MEET — $300 purse for fuelers. Lions Associated Drag Strip in Long Beach. (See CYCLE ALLEY this week.)

SUNDAY, FEBRUARY 20, 1966

ROAD RACING — AMA sportsmen events at Carlsbad

SUNDAY, MARCH 20, 1966

ROAD RACES — A.C.A.-promoted event at Carlsbad Raceway.

SUNDAY, APRIL 17, 1966

ROAD RACES — Another A.C.A. event at Carlsbad, provided it doesn't rain.

PRADO SCHEDULING FOR '66

"Get your kicks in '66" may well become the motto for the coming year, but District 37 clubs that wish to reserve Prado Park for their events had better get their schedule requests in before the year's end.

Forms may be obtained by writing to the California Gophers M.C., Box 2575, Bell Gardens, Calif., or phone Jim Hunter at Norm Reeves' BSA Shop, ME O-4313.

THE DISTRICT SPORTS COMMITTEE OFFICERS AND COMPETITION COMMITTEE WISH EACH AND EVERY ONE a Very Merry Christmas and Happy New Year

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